



City of Angels Planning Department

571 Stanislaus St. #5C
Angels Camp, CA 95222
(209) 736-1346(phone) ♦ (209) 736-9048(fax)

PROPOSED NEGATIVE DECLARATION

Cottage Park – General Plan Amendment, Rezone, Tentative Parcel Map, Planned Development, Development Agreement

1. **Project Description:**
Project No. 2005.11 – General Plan Amendment to change the land use designation from RL (Residential Low Density) to RM (Residential Medium Density)
Project No. 2005.12 – Zoning Amendment to rezone APN 062-016-025 and 062-016-026 from R1 Single Family Residential to R3 Multi-Family Residential
Project No. 2005.13 – Planned Development requesting approval to construct 34 residential units on two parcels, with 24 units in Phase One on a 2.06-acre parcel and 10 units in Phase 2 on a 1.16-acre site
Project No. 2005.14 – Development Agreement to allow phasing of the project
Project No. 2006.02 – Tentative Parcel Map requesting approval of 24 residential ownership parcels in Phase One, 10 residential ownership parcels plus 8 accessory parcels for detached garages in Phase Two, and 2 common parcels that would be under the control of a homeowner association, one each for Phase One and Two, for a total of 44 parcels within the development, with a boundary line adjustment for APN 062-005-022
2. **Owner:** Stelle Construction Co., PO Box 250, Angels Camp, CA 95222
3. **Applicant:** Aspen Street Architects, PO Box 370, Angels Camp, CA 95222
4. **Location:** Phase 1: northeast corner of Kurt Drive and Foothill Village Drive (Dutsch Court) and along the north and west side of Foothill Village Drive, APN 062-016-025, also known as Parcel B, and a portion of 062-005-022; Phase 2: northwest corner of Kurt Drive and Suzanne Drive, APN 062-016-026, also known as Parcel A, Angels Camp, Calaveras County, California, a portion of Section 34, Township 3N, Range 13E
5. **Finding of No Significant Impact:** Based on the information contained in the Initial study, including incorporation of the mitigation measures identified herein, there is no substantial evidence that the project will have a significant adverse effect on the environment.
6. **Initial Study:** A complete description of the project and an Initial Study that identifies the potential effects of the project by subject may be reviewed at or obtained from:
City of Angels Community Development Department
571 Stanislaus Ave., #5C
P.O. Box 667, Angels Camp, CA, 95222
(209)736-1346
ksimonson@cityofangels.org.

Comments concerning the proposed determination may be filed with the above Department commencing February 24, 2006 and ending March 31, 2006.

CITY OF ANGELS INITIAL STUDY & ENVIRONMENTAL EVALUATION

1. **Project Title:** Cottage Park – General Plan Amendment, Rezone, Tentative Parcel Map, Planned Development, Development Agreement
2. **Lead agency name and address:** City of Angels Planning Department,
P.O. Box 667, Angels Camp, CA, 95222
3. **Contact person and phone number:** Kaye Simonson, Planning Director (209)736-1346
4. **Project location:** Phase 1: northeast corner of Kurt Drive and Foothill Village Drive (Dutsch Court) and along the north and west side of Foothill Village Drive, APN 062-016-025, also known as Parcel B, and a portion of 062-005-022; Phase 2: northwest corner of Kurt Drive and Suzanne Drive, APN 062-016-026, also known as Parcel A
5. **Project sponsor's name and address:** Dave Hitchcock, Aspen Street Architects, Inc., PO Box 370, Angels Camp, CA, 95222, for Stelte Construction Company, Inc., PO Box 250, Angels Camp, CA, 95222
6. **General Plan designation:** Existing – RL Residential Low Density
Proposed – RM Residential Medium Density
7. **Zoning:** Existing – R1 Single-Family Residential (APN 062-016-025, 062-016-026); R3 Multi-Family Residential (APN 062-005-022)
Proposed – R3 Multi-Family Residential
8. **Description of project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
 - Project No. 2005.11 – General Plan Amendment to change the land use designation from RL (Residential Low Density) to RM (Residential Medium Density)
 - Project No. 2005.12 – Zoning Amendment to rezone APN 062-016-025 and 062-016-026 property from R1 Single Family Residential to R3 Multi-Family Residential
 - Project No. 2005.13 – Planned Development requesting approval to construct 34 residential units on two parcels, with 24 units in Phase One on a 2.06-acre parcel and 10 units in Phase 2 on a 1.16-acre site
 - Project No. 2005.14 – Development Agreement to allow phasing of the project
 - Project No. 2006.02 – Tentative Parcel Map requesting approval of 24 residential ownership parcels in Phase One, 10 residential ownership parcels plus 8 accessory parcels for detached garages in Phase Two, and 2 common parcels that would be under the control of a homeowner association, one each for Phase One and Two, for a total of 44 parcels within the development

The subject property is located within the Stelte Park subdivision, at the northeast corner of Kurt Drive and Foothill Village Drive (Phase One), and at the northwest corner of the intersection of Kurt Drive and Suzanne Drive (Phase 2). Phase One is located on a 2.06-acre site, also known as Parcel B, and Phase Two is located on a 1.16-acre site, also known as Parcel A.

Parcel B is relatively flat on the west portion of the site, and slopes up steeply on the east, with a total elevation change of over 75 feet. There is a cut bank for Foothill Village Drive on the upper end. (For ease of description, the portion of APN 026-005-022 that will be included in the project is encompassed by all references herein to Parcel B unless otherwise noted). On Parcel A, a drainage swale runs from the north to the south end of the site; drainage enters and exits the site via culverts. The site slopes down from Kurt Drive, dropping as much as 10 feet. The west

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portion of the site then climbs more steeply, with a 30-foot elevation change at the south end of the site and a more gradual slope on the north.

The project proposes a General Plan amendment, changing the designation of the property from RL Residential Low Density to RM Residential Medium Density, and a zoning amendment from R1 Single-Family Residential to R3 Multi-Family Residential. A development agreement will be executed in order to memorialize all terms of the development approval and responsibilities of the developer, and to vest the project to allow phased construction. A Tentative Parcel Map proposes creating 24 ownership parcels in Phase One, and 10 residential parcels and 8 accessory parcels for detached garages in Phase Two, plus 2 common parcels that would be under the control of a homeowner association, one each for Phase One and Two, for a total of 44 parcels within the development. As part of the subdivision, the boundary line between APN 062-016-025 and 062-005-022 would be adjusted, incorporating a portion of the latter parcel into the project site, with the new lot line following Foothill Village Drive. The portion of APN 005-016-022 on the east and southeast side of the road would be designated as a remainder parcel and is not part of the development application.

Within Phase One, 18 of the 24 units would be detached freestanding residences and six would be attached duplex-style buildings. All will have single-car garages (16 attached and 8 detached) and there are 38 additional parking spaces within driveways and the shared common areas. Sixteen of the units are accessed by an internal drive with 2 driveways on Foothill Village Drive. The remaining 8 units are oriented toward Foothill Village Drive, with individual or shared driveways; the cut bank would be removed, creating building pads that are relatively level at the road and down-sloping to the west.

In Phase Two, 10 units are proposed, with 8 detached and two attached units. The site is accessed from Suzanne Drive, with a single driveway that loops on the north end to provide a turn-around. There are up to 12 garages and 10 additional surface parking spaces. Most of the buildings are placed on the upslope on the west side of the drainage, which would be modified to accommodate the driveway by filling a portion of the site and extending the culverts from either end.

The applicant is requesting approval of a Planned Development in order to facilitate the development of the property as cottage-style single-family residences at a density consistent with the R3 Multi-Family Zone District (12 units/acre). As part of the Planned Development, modifications to building setbacks are proposed; the project otherwise complies with the R3 zone district site development standards, including density, building coverage and height. The project includes common and shared driveways, parking areas and landscaping. Each unit would typically have a footprint of 640 s.f., plus an enclosed attached or detached garage, and would be two stories tall. On sloped portion of the sites, houses would have split-level floor plans. Total floor area for each residence would range from 1100 to 1600 s.f., and would have 2 or 3 bedrooms, with a minimum of 2 baths. Every unit will have a private fenced yard area or deck. For units facing streets, the primary entrances would be oriented toward the street. Architecturally, the buildings are proposed to be designed in a contemporary cottage style, with porches, moderately steep roofs, a variety of siding materials, and details such as multi-pane windows. The project area would be intensively landscaped, with both common areas throughout the development and private yards for each residence. Existing oak trees would be retained to the greatest extent practical.

9. **Surrounding land uses and setting:** (Briefly describe the project's surroundings)

The property to the north and west is zoned R1 Single Family Residential. There are houses (existing or under construction) on 3 of the 6 parcels abutting Parcel B. There are houses existing or under construction on all 8 residential parcels abutting Parcel A. The parcels to the south are zoned SC Suburban Commercial; uses include a medical facility and the former spa building,

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which is being converted to office uses. Two commercial parcels are vacant. Angels Creek and Highway 4 are to the south of the commercial parcels. The parcel to the northeast is zoned R3 and has a senior residential facility. The remainder portion of APN 062-016-022, southeast of Foothill Village Drive and also zoned R3, is vacant but has a gated emergency access road that traverses the property to Roller Bypass Road.

10. **Other public agencies whose approval is required** (e.g. permits, financing approval, or participation agreement.)
None

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

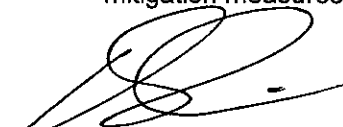
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: *(To be completed by the Lead Agency)*

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Kaye Simonson, Planning Director

February 22, 2006
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) The Lead agencies has incorporated, where possible, into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document has, where appropriate, included a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list is attached, and other sources used or individuals contacted are cited in the discussion.
- 8) The explanation of each issue identifies:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

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ENVIRONMENTAL ISSUE OR TOPIC:

<u>I. AESTHETICS</u> -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project proposes cottage-style architecture, two stories tall with porches, multi-paned windows, and similar architectural details. There would be variations in siding materials such as lap siding, board and batten and shingles to provide visual variety and prevent a uniform, homogenous look. Architecturally, the development should be compatible with the surrounding established neighborhood. Buildings adjacent to the streets are oriented so their primary entrances face the street rather than inward to the development, which serves to connect the new development to the pattern of the existing neighborhood. Buildings on sloped portions of the site would be designed to utilize the terrain and would have split-level floor plans. Because of the slope of the site, buildings in Phase 2 (Parcel A) are located downhill from the existing residences. Within Phase 1 (Parcel B), buildings proposed to be placed along the north property line would be oriented so entrances are located on the facades perpendicular to the property line. Where possible, the buildings would be placed to align with the side yards and side property lines of the adjacent properties, creating greater separation between the existing and proposed dwellings. To the greatest extent practical, mature oak trees on both sites are being retained, to also maintain continuity with the surrounding area. As a residential development, the project generally would not result in any light or glare in excess of that found in the surrounding area, provided full-cutoff fixtures that entirely shield bulbs and direct all light downward are used, especially in the common areas such as the parking lots.

There are no scenic vistas or resources within the project boundaries, and the property is not located near a state scenic highway.

Mitigation Measures:

I.1) All exterior light fixtures shall have full-cutoff, fully shielded bulbs to direct light downward and prevent glare. Lights shall be mounted no higher than necessary to illuminate the intended areas, and wattage shall be limited to the minimum necessary output for each light's application. Flood lights and up-lights shall not be used. Where appropriate, timers and activity switches should be used in common areas to reduce nighttime lighting impacts.

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II. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The site is located within the City of Angels and is currently zoned R1 Single Family Residential and R3 Multi-Family Residential; the project does not affect any agricultural resources, Williamson Act contracts, or convert farmland.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The City of Angels is located within the Mountain County Air Basin. Air quality regulations are within the jurisdiction of the Calaveras County Air Pollution Control District. Calaveras County has been designated by the State as a non-attainment area for ozone and particulate matter (PM10). State and federal standards have been exceeded in the county on an average of 12-13 days annually. A major source of ozone includes automobiles. Particulate matter is commonly generated by vehicles, fireplaces and construction dust. In the period between 1994 and 2001, the County exceeded the State standards a total of 30 times. The non-attainment designation requires the affected jurisdiction to prepare an Air Quality Plan addressing reductions of the levels of the high concentration pollutants. The Calaveras County Air Pollution Control District anticipates that this Air Quality Plan will be drafted in 2006.

Traffic associated with the proposed 34 units should not contribute substantially to the existing air quality non-attainment. Construction activities such as grading, excavation and travel on unpaved surfaces can generate substantial amounts of dust, and can lead to elevated concentrations of pollutants, unless Best Management Practices to control fugitive dust and exhaust emissions are included in project plans and implemented during construction. In addition fireplace wood burning has been shown to directly relate to impairment of respiratory function; therefore, only gas fireplaces should be installed in the new development. The project is not expected to create any objectionable odors.

Mitigation Measures:

III.1) The applicant shall incorporate the following Best Management Practices into the construction and improvement plans and clearly indicate these provisions in the specifications. The construction contractor shall incorporate these measures into an Erosion and Sediment Control Plan to limit fugitive dust and exhaust emissions during construction.

- a. Exposed soils shall be watered periodically during construction, a minimum of twice daily. The frequency of watering shall be increased if wind speeds exceed 15 mph. Only purchased city water or reclaimed water shall be used for this purpose. Responsibility for watering shall include weekends and holidays when work is not in progress.
- b. During excavation activities, haul trucks used to transport soil shall utilize tarps or other similar covering devices to reduce dust emissions.
- c. Grading and construction equipment operated during construction activities shall be properly muffled and maintained to minimize emissions. Equipment shall be turned off when not in use.
- d. Traffic speeds on unpaved roads shall be limited to 15 mph.
- e. Construction sites involving earthwork shall provide for a gravel pad area consisting of an impermeable liner and drain rock at the construction entrance to clean mud and debris from construction vehicles prior to entering the public roadways. Street surfaces in the vicinity of the project shall be routinely swept and cleaned of mud and dust carried onto the street by construction vehicles.
- f. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- g. All soils disturbed by grading shall be paved, reseeded, hydromulched or otherwise stabilized as soon as possible and before the rainy season begins, by October 15 of each construction year. Emergency erosion control measures shall be utilized as requested by jurisdictional agency officials.
- h. Post-construction revegetation, repaving or soil stabilization of exposed soils shall be completed in a timely manner according to the approved Erosion and Sediment Control Plan and verified by City inspectors prior to acceptance of improvements or issuance of certificates of occupancy.
- i. The Developer shall designate a person with authority to require increased watering and to monitor the dust and erosion control program, and shall provide the name and phone number to

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- the City of Angels Community Development Department prior to issuance of grading permits.
- j. All Best Management Practices shall also apply to any off-site parcel used for construction staging. Staging areas shall be approved by the City prior to commencement of work.

III.2) Only gas fireplaces shall be permitted and installed in this project. Wood-burning stoves and fireplaces shall be prohibited. This condition shall be included in the final Covenants, Conditions and Restrictions of the project so that the requirement will be retained for any subsequent installations following completion of the initial construction.

IV. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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No plants or animals of special status were found in the project area, and no sensitive natural community or riparian habitat has been identified within the project area. There are no migratory wildlife corridors on the project site. There are no adopted conservation plans for the project area.

There is a 1- to 2-foot ± wide intermittent channel that flows through the drainage easement from north to south through Parcel A (the Phase Two site). The channel begins at a culvert at the north edge of the site, flows into a culvert under Suzanne Road at the south property line, and from there, flows to Angels Creek. A potential wetland occurs adjacent to the channel; the area is potentially subject to federal and state jurisdiction.

The City of Angels does not have a tree preservation ordinance or policy in its adopted General Plan. However, Section 17.63.080.A.6 of the City of Angels Municipal Code does state, "Preserve existing healthy trees where in the interest of the development." There are numerous oak trees on the site, primarily at the perimeters of the sites, and their retention is important for compatibility of the project with the adjacent established neighborhood. The trees are to be preserved wherever feasible, with compatible drought-tolerant plantings at the bases of the trees so as not to require irrigation incompatible with oaks. In some areas, paving of driveways, parking, and sidewalks may occur under the tree canopy. These areas should be minimized, and wherever feasible, permeable surface materials should be used to reduce impacts on groundwater. Finally, disturbance of areas under and near the tree canopies should be minimized.

Mitigation Measures:

IV.1) A formal jurisdictional delineation shall be conducted to determine limits of jurisdictional wetlands within the project area. If jurisdictional resources are present, secure all required federal and state permits prior to issuance of grading or building permits.

IV.2) Any irrigation installed under the drip line of any of the oak trees shall be designed to be compatible with natural oak habitat, and sprinklers for other areas shall be set so the areas beneath the oak trees are not impacted by over-watering.

IV.3) A tree protection plan shall be submitted to the Community Development Department for approval prior to issuance of grading or building permits.

IV.4) During construction, oak trees and their roots shall be protected by establishing and fencing no-excavation/no-fill area encompassing an area under the entire tree canopy, consistent with the approved tree protection plan.

IV.5) Minimize to the greatest extent practical the amount of hard surfaces under the canopies of the trees. Permeable surfaces shall be used for walkways, patios and other surfaces under the canopies of the oak trees where feasible.

Source: Sycamore Environmental Consultants, Inc., Biological Survey Letter Reports dated 2/22/05

<u>V. CULTURAL RESOURCES</u> -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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pursuant to §15064.5?

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☐ ☒

d) Disturb any human remains, including those interred outside of formal cemeteries? ☐ ☐ ☒ ☐

There are no historical resources, unique geologic features, known paleontological resources or known human remains in the project area. Although there are no known archaeological resources on the project site, there is always the potential for discovering artifacts during ground-disturbing activities. The surrounding properties have been developed and infrastructure for the subdivision has been installed; no archaeological resources are known to have been discovered during previous construction.

Mitigation Measures:

V.1) Should ground-disturbing activities associated with construction reveal the presence of cultural resources (i.e., artifact concentration, including arrowheads and other stone tools or chipping debris; cans, glass, etc.; structural remains; human skeletal remains), work within 50 feet of the find shall cease immediately until a qualified professional archaeologist can be consulted to evaluate the remains and implement appropriate mitigation procedures. The City of Angels Planning Department shall also be notified.

V.2) If any human remains are discovered during construction, state law requires that the Calaveras County Coroner and the Native American Heritage Commission be contacted. The City of Angels Planning Department shall also be notified.

Source: Peak & Associates, Cultural Resource Assessment of the Stelte Project, City of Angels Camp, Calaveras County, California, dated March 16, 2005

VI. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project is located within the Melones Fault zone which, along with the Bear Mountain Fault zone, comprises the Foothills fault system. Seismic hazards at the site are considered minimal. Liquefaction should not occur, due to the relatively shallow depth to bedrock. Buildings that may be constructed on the property will be required to be constructed to current California Building Code standards, which include provisions for withstanding ground shaking that may occur from the regional fault system. Provided all fill, especially on the moderately steep slopes, is constructed in accordance with prudent geotechnical practices, the site is not at risk for landslides.

Soils in the area are within the Forward-Rockland Association, which have a moderate erosion hazard and good natural drainage. The soils are relatively shallow, over bedrock, and are generally considered stable. Upon completion, the site is to be fully landscaped, with retaining walls at the steeper portions, thereby limiting the potential for post-construction erosion. However, erosion may occur during construction, particularly on the steeper slopes and during the rainy season. This can be controlled through best management practices during construction. Provided all construction, improvements and site work is done in accordance with an approved Geotechnical Engineering Report, the potential for landslide, lateral spreading, subsidence, liquefaction or collapse is minimized.

Expansive soils were not observed at the surface on the site, although it is not unusual to encounter expansive clay soils in the subsurface in areas similar to the subject property. Buildings that may be constructed on the site will conform to standard construction techniques and building standards, thereby addressing any potential impacts associated with the potential for shrinkage and expansion of soils that may be discovered in the future. The project will be served by the City of Angels sewer system.

Mitigation Measures:

VI.1) Prepare a Geotechnical Engineering Report for the design of all earthwork, cuts, fills, drainage, pavements, utilities, foundations and structure components. All work shall conform with the specifications and criteria contained in the Geotechnical Engineering Report, as approved by the City Engineer. The geotechnical engineer shall sign the improvement plans and certify the design as conforming to the specifications. Construction and improvement plans shall be reviewed for conformance with the geotechnical specifications by the Engineering and Building Departments prior to issuance of grading or building permits. Additional soils information may be required by the Engineering or Building Departments during the plan check of building/improvement plans.

VI.2) All soils disturbed by grading shall be paved, reseeded, hydromulched or otherwise stabilized as soon as possible and before the rainy season begins, by October 15 of each construction year. Emergency erosion control measures shall be utilized as requested by jurisdictional agency officials.

VI.3) A Storm Water Pollution Prevention Plan and an Erosion Control Plan that includes best-

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management practices for erosion control shall be submitted prior to issuance of a grading permit, for approval and implementation of all construction to take place between October 15 and May 15 of any year. In the absence of such an approved and implemented plan, all construction shall cease on or before October 15, except for work necessary to implement erosion control measures.

Source: Wallace Kuhl & Associates Inc., Edward J. Uhler, Project Engineer, Preliminary Geotechnical Reports, Stelte Property Lot A and Lot B, Angels Camp, CA, dated March 7, 2005

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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The use or transport of hazardous materials, other than that customarily associated with residential development, is not anticipated. The project is not located within one-quarter mile of a school. No hazardous materials have been identified on the project site. The project site is not located within 2 miles of an airport or airstrip. The project is not expected to have any impacts on emergency response or evacuation plans. The project is in a developed urbanized area and is not considered to be at a greater risk than the rest of the city with respect to wildland fires. The development will include the installation of a fire hydrant for Phase One, and automatic residential sprinklers and a standpipe system for Phase 2.

VIII. HYDROLOGY AND WATER QUALITY

-- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

A drainage easement runs through Parcel A (Phase 2) from north to south, providing storm drainage for the properties to the north. The drainage enters and exits the property via culverts. The culvert then extends under the property to the south, draining to Angels Creek. The driveway for Phase 2 enters the property at the south edge of the drainage, crosses the drainage and extends along the east side to a loop drive on the north end that also covers the drainage. Houses are proposed to be located to the west side of the drainage. To accommodate the driveway, the drainage would be partially filled on either end, and the culverts extended. A section of the natural drainage would remain at the center of the site. With the reduction of the open area, which can act as a natural filter for run-off, the potential for siltation at inlets and in Angels Creek may be increased. Water quality in the creek may be impacted by sediment from grading, excavation and construction activities, and by contaminants such as oil, grease and other fluids from vehicles. The character of the drainage of Parcel A would be altered, from open to mostly contained within culverts; with the addition of hardscape such as the driveway, plus roofs, this may result in drainage within the project being concentrated at certain points. The remaining open area in the drainage potentially could be subject to flooding, unless storm drainage from developed areas were dispersed.

On the upper portion of the Phase 1 site, drainage must be accommodated so runoff flows through the site to storm drains and not onto adjacent properties located below the site, which could result in flooding on adjacent properties.

A Storm Water Pollution Prevention Plan (SWPPP), which includes an Erosion Control Plan incorporating Best Management Practices, shall be submitted and approved by the Engineering Department prior to issuance of grading permits, to ensure pollutants do not escape the development site, during construction and for the life of the project. The SWPPP must include measures for filtering all water to remove pollutants and silt prior to entering drainages and flowing to Angels Creek, and controlling the rate at which runoff occurs. Any impacts to water quality and wastewater discharge from the residential project can be mitigated to less than significant through a design plan that includes the design and evaluation of drainage system plans, hydrologic and hydraulic calculations, indicating quantities of water, water flow rates, major water courses, drainage areas and patterns, diversion, collection systems, and drainage courses. Downstream calculations are required to ensure that all downstream facilities are adequate to handle flows from the site.

The project will be served by the City of Angels water system; there will be no wells and the project will have no significant effect on groundwater. No other impacts on water quality are expected from the project.

The property, as shown on Flood Insurance Rate Maps, is not within a 100-year flood plain. A detailed study has been completed for the City of Angels, but only extending southward (downstream) from the bridge at Kurt Drive along Angels Creek, which is located adjacent to Highway 4 south of the site. The highest base flood elevation is 1403 feet; all proposed structures are located well above that point. The lowest elevation on the site is approximately 1409 feet, on Parcel A within the drainage. The project does not place structures in any area that would impede or redirect flood flows, or within an area subject to flooding, including that resulting from failure of any dams.

Mitigation Measures:

VIII.1) The applicant shall submit a detailed drainage study, grading plan and drainage plan for review and approval by the City Engineer prior to approval of a final map, improvement plan, grading or building

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permit. The project grading and all site drainage improvements shall address dust and erosion control, adhere to provisions of the Clean Water Act, and be designed and constructed in conformance with the City's Standards and Specifications. No lot-to-lot sheet flow shall be permitted. Surface runoff shall be addressed within the project sites, and then conveyed to an appropriate storm drainage system. All hydrologic, hydraulic and storm drain system designs shall be subject to review and approval by the City Engineer. The Proponent shall construct all required drainage improvements as identified in the approved Drainage Study at the Proponent's sole expense.

VIII.2) A Storm Water Pollution Prevention Plan (SWPPP), which includes an Erosion Control Plan incorporating Best Management Practices, shall be submitted and approved by the City Engineer prior to issuance of grading permits, to ensure pollutants do not escape the development site during construction and for the life of the project. The plan shall include measures to provide filtration of all runoff, to prevent pollutants from entering any drainage, and shall control the rate of runoff to ensure the natural area of the drainage through Parcel A is not inundated.

VIII.3) All construction activities shall be performed in a manner that minimizes the sediment and/or pollutants entering directly or indirectly into the storm drain system or ground water. The applicant shall incorporate the following provisions into the construction plans and specification, to be verified by the City Engineer and Community Development Department, prior to issuance of grading or building permits.

a. The applicant shall designate construction staging areas and areas for storage of any hazardous material (i.e. motor oils, fuels, paints, etc.) used during construction. All construction staging areas shall be located way from any stream or drainage areas to prevent runoff from construction areas from entering into the drainage system. Areas designated for storage of hazardous materials shall include proper containment features to prevent contaminants from entering drainage areas in the even of a spill or leak.

b. No debris, soil, silt, sand, cement, concrete or washings thereof, or other construction-related materials or wastes, oil or petroleum products or other organic or earthen material shall be allowed to enter any drainage system. All discarded material including washings and any accidental spills shall be removed and disposed of at an approved disposal site. The applicant shall designate appropriate disposal methods and/or facilities on the construction plans or in the specifications.

VIII.4) All lots shall be graded so as not to drain onto any other lot adjoining the property prior to being deposited to an approved storm drainage system.

Source: National Flood Insurance Program, Flood Insurance Rate Map, Community-Panel Number 060021 0001 D, May 19, 1997.

<u>IX. LAND USE AND PLANNING</u> - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

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The project area is bounded by single-family residential uses to the north and west, commercial uses to the south, and multi-family residential property that includes a senior living facility to the east. The proposed project, by using traditional building forms clustered on the sites and where possible oriented primarily to the street, would provide a transition between these different uses and areas and would not physically divide the established neighborhood. There are no applicable habitat conservation plans or natural community conservation plans.

The applicant is seeking a General Plan amendment, from RL Residential Low Density, to RM Residential Medium Density (The latter designation is implemented in the City of Angels Municipal Code through both the R2 Two-Family and R3 Multi-Family zone districts). Parcels A and B are currently zoned R1 Single-Family Residential, and are proposed to be rezoned to R3 Multi-Family Residential; APN 062-005-022 is currently zoned R3. Under the existing R1 zoning, the development of Parcels A and B is limited because driveways are prohibited on Kurt Drive. This proposal is intended to more fully utilize the site by clustering buildings around shared internal drives.

The purpose of the General Plan amendment, Zoning amendment and Planned Development is to facilitate construction of a high-density residential project that is compatible with the character and scale of the adjacent single-family residential neighborhood. The applicant is requesting approval of multiple principal single-family residential buildings on each site, mostly detached but some attached, rather than apartment buildings normally associated with high-density development. The buildings would have traditional forms and detailing, and would range in size from 1,100 to 1,600 s.f. The project utilizes internal and shared driveways, to reduce impacts on street frontages. In addition to common areas within the project, all units would have private yard areas.

The project requests flexibility in building setbacks and building placement as part of the planned development. Specifically, 5-foot' setbacks are proposed for 5 buildings on the north side of Parcel B (Phase One), abutting Lots 68-72 of the Stelte Park Subdivision (Units 111-115), and 8 feet for one building adjacent to Lot 67 (Unit 124). Ten-foot front setbacks are proposed along the street frontages on the west portion of the property (Units 101-110). Setbacks between some of the garages, and some garages and houses, are proposed to be 6 to 8 feet, but there would be at least 10 feet separation house-to-house throughout the project.

In Phase Two (Parcel A), houses are arranged to follow the natural terrain in order to minimize cut and fill. Ten-foot front setbacks are also proposed for the 3 units fronting on Suzanne Drive (Units 208-210). Additionally, the house at the corner of Kurt Drive and Suzanne Drive (Unit 210) is proposed to have an 8-foot side setback along Kurt Drive; this results in the building being within the vision clearance zone at the intersection. The project must be modified so this unit is not within the vision clearance zone; it should have setbacks to both streets of at least 10 feet. The house at the northwest corner of the site (Unit 201) would have a 16-foot rear setback. The setback between Units 203 and 204 is proposed to be 8 feet at their closest point.

Mitigation Measures:

IX.1) Revise the project so Unit 210 is not located in the vision clearance zone (a triangular area formed by measuring 35 feet along each property line from a point at the intersection of Suzanne Drive with Kurt Drive), and so it is set back at least 10 feet from each frontage.

IX.2) Setbacks shall be established as shown on the development plan. In no case shall setbacks be less than 10 feet along the street frontages and 10 feet on the rear, except for units 111-115, which shall be permitted to be 5 feet. Setbacks between buildings shall be 10 feet between each detached principal building, except the minimum setbacks between garages, and between houses and detached garages,

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may be 6 feet.

- a. Revise the project so the setback between garages 203A/204A and 205A/206A is either zero or at least 6 feet.
- b. Revise the project so the rear setback for Unit 124 is at least 10 feet.

<u>X. MINERAL RESOURCES</u> -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no mineral resources on the property.

<u>XI. NOISE</u> -- Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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The City of Angels General Plan limits ambient exterior noise levels to a maximum of 60dB(a). The property lies outside of the 60 dB(a) contour of Highway 4. Construction of the proposed project would not expose people to excessive ground-borne noise or vibration. Following occupancy, the project will generate typical residential noises only, at a level similar to the surrounding area, and will not generate sufficient traffic at speeds that would result in increased noise exposure. There may be temporary short-term noise associated with construction activities that could intermittently approach 105 dB(a). Provided construction mitigation measures are implemented, the temporary noise from the construction will be less than significant. The project is not located in the vicinity of an airport or airstrip.

Mitigation Measures:

XI.1) All construction activities shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday. Construction shall be prohibited on Saturdays, Sundays and all holidays recognized by the City of Angels. There will be no start-up of machines nor equipment prior to 8:00 a.m., Monday through Friday; no delivery of materials nor equipment prior to 7:30 a.m. nor past 5:00 p.m., Monday through Friday; no cleaning of machines nor equipment past 6:00 p.m., Monday through Friday; and no servicing of equipment past 6:45 p.m., Monday through Friday. The developer's phone number shall be made available for noise complaints.

XI.2) All construction equipment powered by internal combustion engines shall be properly muffled and maintained to minimize noise. Equipment shall be turned off when not in use.

XI.3) Construction maintenance, storage and staging areas for construction equipment shall avoid proximity to residential areas to the maximum extent practicable. Stationary construction equipment, such as compressors, mixers, etc. shall be placed away from residential areas and/or provided with acoustical shielding. Quiet construction equipment shall be used when possible.

XI.4) The developer shall designate a Project Manager with authority to implement the mitigation measures and who will be responsible for responding to any complaints from the neighborhood, prior to issuance of a building/grading permit. The Project Manager's phone number shall be conspicuously posted at the construction site(s), and visible from the public way. Mitigation measures shall also be posted conspicuously at the site. The Project Manager shall determine the cause of noise complaints (e.g. starting too early, faulty muffler, etc.) and shall take prompt action to correct the problem. Violation of the construction noise mitigation conditions may result in issuance of a stop-work order by the City of Angels Building Department until the Project Manager provides satisfactory evidence to the City that all noise problems inconsistent with these mitigation measures have been corrected.

<u>XII. POPULATION AND HOUSING</u> -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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The current R1 Single-Family Residential zone district standards would allow up to 7 units on Parcel A and up to 6 units on Parcel B, while the portion of APN 062-005-022, which is already zoned R3 Multi-Family Residential, would be allowed to have up to 12 units, for a total of 25 units under the current zoning density of 6 units per acre. (This assumes maximum density based on lot area only, without consideration of specific site conditions.) The project proposes 34 dwellings total; the additional population growth that would result from the project would not be substantial. Assuming 2.34 persons per residence (the average household size according to the 2000 U.S. Census), the project would result in approximately 80 new residents; in comparison, it is estimated that there could be up to 59 residents if the property were developed to the maximum density allowed under the current zoning. The subject property is vacant land, and no displacement of housing or people would occur.

XIII. PUBLIC SERVICES –

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project will not have a significant impact on response times for police and fire protection, and will not require any new or expanded government facilities, parks or schools. The driveway turnaround within Phase 2 (Parcel A) does not meet fire department standards for access. Therefore, all residences will be required to be equipped with automatic fire sprinklers, and a standpipe system must be installed. Within the Phase 1 portion of the project, a new fire hydrant will be required at a location to be determined. The fire access road constructed for the adjacent Foothill Village Lodge will provide an alternate means of emergency access to the site, in addition to Kurt Drive.

The sewer main serving the project area is at capacity. Therefore, the proponent will be required to construct off-site improvements to replace a portion of the existing 10"-diameter sewer line with a 15"-diameter line. A water system analysis of the existing water system in the area will be necessary to ensure there are adequate domestic and fire flows, and that the project will not have an impact on fire and domestic flows for Foothill Village Lodge. If it is determined that there is not adequate flows, the proponent would be required to make system improvements in the area, such as installation of pumps.

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Mitigation Measures:

XIII.1) Proponent shall make off-site improvements to the city sewer main as mitigation for the project and replace a portion of the existing 10"-diameter sewer line with a 15"-diameter sewer line in accordance with the City of Angels Improvement Standards from Manhole No. 41 to Manhole No. 45 as delineated on the City of Angels Sewer System Map, or replace an equivalent section, as determined by the City Engineer for system improvement continuity.

XIII.2) All water and sewer improvements required for the project shall be constructed by the proponent at its sole expense. Proponent shall provide a water system analysis of the existing water system in the area to verify adequate fire and domestic flows are available for the project and also to verify that the project will not have significant impacts upon fire and domestic flows available for Foothill Village Lodge. Should the project impact be determined to impact flows, the proponent will be required to construct system improvements to ensure adequate flows are available and maintained.

XIII.3) All units in Phase 2 will be required to have automatic fire sprinklers (NFPA Standard 13-D), with a standpipe system, to be designed and constructed according to Fire Department specifications.

XII.4) Install a new fire hydrant in Phase 1, at a location to be determined.

XIV. RECREATION –

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project is located near Tryon Park and the Veterans Park swimming pool. Any increase in use resulting from the project would not result in physical deterioration of these facilities. The project does not include construction or expansion of any recreational facilities. Community Service Impact Fees, which include capital improvement fees for city parks, will be paid for the project.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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capacity ratio on roads, or congestion at intersections)?

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| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The Stelte Park subdivision is accessed by a single road, Kurt Drive, which includes a bridge over Angels Creek adjacent to Highway 4. Virtually all of the traffic generated by the project would use Foothill Village Drive (Dutsch Court) and Suzanne Drive, with travel on Kurt Drive mostly occurring on the portion between these streets and Highway 4. Travel on other roads within the subdivision would most likely be limited to occasional social trips. Stop signs are located at the Foothill Village Drive (Dutsch Court) and Suzanne Drive intersection with Kurt Drive, and at the Kurt Drive intersection with Highway 4. A traffic study was conducted, analyzing traffic at peak morning and evening periods. At present, Kurt Drive traffic volume is fairly low. The majority of the traffic in the subdivision turns toward and comes from downtown Angels Camp; there are turn lanes on Highway 4. The study concluded that the increase in traffic on Kurt Drive due to the project would be minimal, resulting in 34 additional trips during peak hours (one trip every 2 minutes), with 10 originating on Suzanne Drive and 24 on Foothill Village Drive. This traffic level is not sufficient to cause any traffic delays. The traffic study further concluded that Foothill Village Drive is adequate for the cumulative traffic volumes that can be expected to occur on that street. As described in the traffic study, there would be minimal increase in traffic attributable to the project and therefore no impact on established levels of service for roads within the subdivision, nor on Highway 4.

Foothill Village Drive is a private street, 26 feet wide curb to curb, with a 4 ½-foot sidewalk along the west side. The western end of the street is also known as Dutsch Court. Driveways are not permitted on Kurt Drive. There are a total of 9 driveways proposed on Foothill Village Drive for Phase One, with two serving 16 residences in the main, lower portion of the development. One driveway would access two houses, and the remaining 6 driveways would access individual homes located on the upper part of the site along the curve of Foothill Village Drive. Stop lines and stop signs will be necessary at the two lower shared driveways but will not be required for the 7 driveways that serve one or two homes. Foothill Village Drive has an S-curve. The project has been designed so buildings are sited to maintain 150 feet of sight distance for traffic traveling on Foothill Village Drive; the height of fences and landscaping should be restricted within these vision clearance areas. With the new development and increase in traffic, the traffic study advises installing S-curve and 15 mph warning signs. Centerline striping is also recommended. The construction and extension of sidewalks along all project street frontages will accommodate pedestrians, reducing potential conflicts with vehicles. Road design and visibility is adequate to accommodate bicyclists.

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Phase Two would be served by a single driveway from Suzanne Drive. The driveway is located just over 100 feet from the intersection; a stop line and stop sign should be required at the driveway entrance. One building, identified on the plans as Unit 210, is located within the vision clearance zone, a triangular area formed by measuring 35 feet along each property line from a point at the intersection of the two streets. The placement of the building may obstruct the view of motorists on both streets, and the plan should be revised so the building is not in the vision clearance zone.

Phase 1 includes a driveway with two entrances from Dutsch Court/Foothill Village Drive, which will allow multiple emergency access points. The internal drive branches off to the west, where a 60-foot-diameter turnaround would provide emergency access to that portion of the site. Of the 24 proposed units, 19 would have direct street access as well. In Phase 2, the width and diameter of the loop drive does not meet fire code standards and cannot accommodate a fire engine, although it is adequate for ambulances and other smaller emergency vehicles. The Fire Marshal will require the installation of a standpipe system and automatic fire sprinklers in all units in Phase 2. An additional fire hydrant will be required in Phase 1, at a location to be determined.

The project proposes a total of 24 dwellings in Phase 1, each with a one-car garage, plus 38 additional parking spaces in and adjacent to driveways, for a total of 62 spaces. Phase Two would have 10-12 garages plus 10 surface parking spaces. Two parking spaces are required for each unit. The parking for Phase 1 exceeds the minimum requirement, and provides more than adequate overflow and visitor parking. Phase 2 provides the minimum required number of spaces, which could result in some neighborhood impacts from overflow and visitor parking that may occur on the adjacent streets. To ensure parking impacts are minimized, the storage of boats, recreational vehicles, trailers or inoperable vehicles within the development should be prohibited. Conversion of garages to other uses should also be prohibited. Parking should not be allowed along common driveways or in turnarounds, and should be restricted to marked parking spaces and garages only; curbs should be marked accordingly.

Mitigation Measures

XV.1) Sidewalks, curb and gutter shall be required as follows:

- a. For Phase 1, Proponent shall replace existing curb and gutter fronting Dutsch Court (APN 062-016-025) with city-standard curb and gutter constructed in accordance with the City of Angels 1998 Improvement Standards. Should the existing sidewalk along Foothill Village Drive not extend along the full frontage of APN 062-005-022, the Proponent shall extend the existing curb, gutter and sidewalk across said frontage. In addition, proponent shall extend the existing sidewalk from the end of Foothill Village Drive along the full frontage of APN 062-016-025 to Kurt Drive, including the curb return with handicap ramp at the intersection at Dutsch Court (Foothill Village Drive) and Kurt Drive, and shall construct a 4-foot-wide sidewalk along the project frontage with Kurt Drive.
- b. For Phase 2, Proponent shall construct a 4-foot-wide sidewalk along the project frontage with Kurt Drive and Suzanne Drive, including a handicap ramp and crosswalk at the curb return at the intersection of Kurt Drive and Suzanne Drive.

XV.2) At each driveway exit onto Foothill Village Drive, provide 150 feet of clear sight distance visibility for both directions of traffic. The vision clearance zone shall be clearly delineated on final development plans as no-build areas. Landscaping and fences shall not exceed 30 inches in height and trees shall not be permitted in the vision clearance zone.

XV.3) Vision clearance zones (a triangular area formed by measuring 35 feet along each property line from a point at the intersection of the two streets) shall be established at the intersections of Foothill Village Drive (Dutsch Court) and Suzanne Drive with Kurt Drive. Fences and landscaping within the vision clearance zones shall not exceed 30 inches in height.

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XV.4) Place a Stop sign and Stop pavement marking at each driveway exit onto Foothill Village Drive for the two larger parking lot driveways, and at the driveway exit onto Suzanne Drive.

XV.5) Place a thermoplastic centerline stripe on Foothill Village Drive/Dutsch Court from the intersection with Kurt Drive to the Foothill Village Lodge parking lot and re-stripe the existing thermoplastic Stop pavement marking and Stop bar at the intersection with Kurt Drive.

XV.6) Install S-curve and 15 MPH speed warning signs at each end of the S-curve on Foothill Village Drive.

XV.7) Proponent shall be responsible for the maintenance of all landscaping and improvements proposed to be installed within the existing rights-of-way for Kurt Drive, Foothill Village Drive (Dutsch Court) and Suzanne Drive, and shall enter into a maintenance agreement with the City of Angels.

XV.8) Prior to execution of development documents, proponent shall provide documentation proving the right to access and use Foothill Village Drive, which is a private street.

XV.9) All units in Phase 2 will be required to have automatic fire sprinklers (NFPA Standard 13-D), with a standpipe system, to be designed and constructed according to Fire Department specifications.

XV.10) The storage of boats, recreational vehicles, trailers, inoperable vehicles, or similar vehicles within the development shall be prohibited. This condition shall be included in the final Covenants, Conditions and Restrictions of the project.

XV.11) All detached garages shall be identified as accessory to specific dwelling units on the final map. The sale, lease, transfer or any other conveyance of interest for garages, separate from the dwelling for which a garage is designated as accessory, shall be prohibited. The conversion of garages to other uses shall be prohibited. This condition shall be included in the final Covenants, Conditions and Restrictions of the project.

XV.12) Parking shall be permitted only in marked spaces and garages. There shall be no parking in common driveway areas or turnarounds, in order to maintain emergency access. Curbs shall be marked accordingly.

Source: Traffic Engineering Services, Wilbur J. Elias, P.E., Traffic Analysis for Cottage Park, Stelte Park Subdivision, Angels Camp, CA, dated January 7, 2006, and Supplemental Report dated January 30, 2006

<u>XVI. UTILITIES AND SERVICE SYSTEMS --</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Water service is provided by the City of Angels. There are sufficient water supplies to serve the project. This project will not require the construction of additional water treatment facilities. A water system analysis of the existing water system in the area will be necessary to ensure there are adequate domestic and fire flows, and that the project will not have an impact on fire and domestic flows for Foothill Village Lodge. If it is determined that there is not adequate flows, the proponent would be required to make system improvements in the area, such as installation of pumps. Backflow prevention devices are required on all irrigation systems to protect the City water supply.

Storm drainage facilities consist of culverts, which drain to Angels Creek; the drainage easement across Parcel A is of particular note. The proponent will be required to provide a Storm Water Pollution Prevention Plan, a drainage study, and grading and drainage plans that are prepared by a registered engineer, prior to grading of the site. The plan will address and/or adhere to dust and erosion control, provisions of the Clean Water Act, and City improvement standards. Storm water shall not be allowed to drain onto adjacent lots, and the drainage easement through Parcel A must be maintained.

Wastewater treatment will be provided by the City of Angels. The City's wastewater treatment plant has adequate capacity to serve the project. The City's sewer main that serves the proposed development is at capacity. Therefore, the proponent will be required to construct off-site improvements to replace a portion of the existing 10"-diameter sewer line with a 15"-diameter line as mitigation for the project.

Solid waste disposal is provided locally by SEI; residents may also use waste transfer stations located in the County, including the Red Hill Road site east of the city. There is sufficient landfill capacity to serve the project. The project will comply with all applicable solid waste regulations.

Mitigation Measures:

XVI.1) All water and sewer improvements required for the project shall be constructed by the proponent at its sole expense. Proponent shall provide a water system analysis of the existing water system in the area to verify adequate fire and domestic flows are available for the project and also to verify that the project will not have significant impacts upon fire and domestic flows available for Foothill Village Lodge. Should the project be determined to impact flows, the proponent will be required to construct system improvements to ensure adequate flows are available and maintained.

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XVI.2) Proponent shall make off-site improvements to the city sewer main as mitigation for the project and replace a portion of the existing 10"-diameter sewer line with a 15"-diameter sewer line in accordance with the City of Angels Improvement Standards from Manhole No. 41 to Manhole No. 45 as delineated on the City of Angels Sewer System Map, or replace an equivalent section, as determined by the City Engineer for system improvement continuity.

XVI.3) The applicant shall submit a detailed drainage study, grading plan and drainage plan for review and approval by the City Engineer proper to approval of a final map, improvement plan, grading or building permit. The project grading and all site drainage improvements shall address dust and erosion control, adhere to provisions of the Clean Water Act, and be designed and constructed in conformance with the City's Standards and Specifications. No lot-to-lot sheet flow shall be permitted. Surface runoff shall be addressed within each individual lot, and then conveyed to an appropriate storm drainage system. All hydrologic, hydraulic and storm drain system designs shall be subject to review and approval by the City Engineer. The Proponent shall construct all required drainage improvements as identified in the approved Drainage Study at the Proponent's sole expense.

XVI.4) A Storm Water Pollution Prevention Plan (SWPPP), which includes an Erosion Control Plan incorporating Best Management Practices, shall be submitted and approved by the City Engineer prior to issuance of grading permits, to ensure pollutants do not escape the development site during construction and for the life of the project. The plan shall include measures to provide filtration or all runoff, to prevent pollutants from entering any drainage, and shall control the rate of runoff to ensure the natural area of the drainage through Parcel A is not inundated.

XVI.5) Sewer and water services shall be provided in accordance with the 1998 City of Angels Improvement Standards. Proponent shall pay water and sewer connection fees in accordance with the City of Angels Municipal Code.

XVI.6) Backflow prevention devices shall be installed on the landscape irrigation system to protect the City's domestic water supply. Types and locations of backflow prevention devices shall be reviewed and approved by the City's Public Works Department prior to their installation.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE –

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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As described elsewhere in this initial study, there are no significant habitats, plant or animal communities or cultural resources on the property. The proposed project will not have potentially significant effects on human beings, either directly or indirectly. All impacts can be mitigated to less than significant.

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Conditions of Approval for Cottage Park Assessor's Parcel Numbers 062-016-025, 062-016-026 and 062-005-022

General/Project Design

1. All exterior light fixtures shall have full-cutoff, fully shielded bulbs to direct light downward and prevent glare. Lights shall be mounted no higher than necessary to illuminate the intended areas, and wattage shall be limited to the minimum necessary output for each light's application. Flood lights and up-lights shall not be used. Where appropriate, timers and activity switches should be used in common areas to reduce nighttime lighting impacts.
2. Only gas fireplaces shall be permitted and installed in this project. Wood-burning stoves and fireplaces shall be prohibited. This condition shall be included in the final Covenants, Conditions and Restrictions of the project so that the requirement will be retained for any subsequent installations following completion of the initial construction.
3. Revise the project so Unit 210 is not located in the vision clearance zone (a triangular area formed by measuring 35 feet along each property line from a point at the intersection of Suzanne Drive with Kurt Drive), and so it is set back at least 10 feet from each frontage.
4. Setbacks shall be established as shown on the development plan. In no case shall setbacks be less than 10 feet along the street frontages and 10 feet on the rear, except for units 111-115, which shall be permitted to be 5 feet. Setbacks between buildings shall be 10 feet between each detached principal building, except the minimum setbacks between garages, and between houses and detached garages, may be 6 feet.
 - a. Revise the project so the setback between garages 203A/204A and 205A/206A is either zero or at least 6 feet.
 - b. Revise the project so the rear setback for Unit 124 is at least 10 feet.
5. The storage of boats, recreational vehicles, trailers, inoperable vehicles, or similar vehicles within the development shall be prohibited. This condition shall be included in the final Covenants, Conditions and Restrictions of the project.
6. All detached garages shall be identified as accessory to specific dwelling units on the final map. The sale, lease, transfer or any other conveyance of interest for garages, separate from the dwelling for which a garage is designated as accessory, shall be prohibited. The conversion of garages to other uses shall be prohibited. This condition shall be included in the final Covenants, Conditions and Restrictions of the project.
7. Proponent shall be responsible for the maintenance of all landscaping and improvements proposed to be installed within the existing rights-of-way for Kurt Drive, Foothill Village Drive (Dutsch Court) and Suzanne Drive, and shall enter into a maintenance agreement with the City of Angels.

Natural Resources

8. A formal jurisdictional delineation shall be conducted to determine limits of jurisdictional wetlands within the project area. If jurisdictional resources are present, secure all required federal and state permits prior to issuance of grading or building permits.
9. Any irrigation installed under the drip line of any of the oak trees shall be designed to be compatible with natural oak habitat, and sprinklers for other areas shall be set so the areas beneath the oak trees are not impacted by over-watering.

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10. A tree protection plan shall be submitted to the Community Development Department for approval prior to issuance of grading or building permits.
11. Minimize to the greatest extent practical the amount of hard surfaces under the canopies of the trees. Permeable surfaces shall be used for walkways, patios and other surfaces under the canopies of the oak trees where feasible.

Cultural Resources

12. Should ground-disturbing activities associated with construction reveal the presence of cultural resources (i.e., artifact concentration, including arrowheads and other stone tools or chipping debris; cans, glass, etc.; structural remains; human skeletal remains), work within 50 feet of the find shall cease immediately until a qualified professional archaeologist can be consulted to evaluate the remains and implement appropriate mitigation procedures. The City of Angels Planning Department shall also be notified.
13. If any human remains are discovered during construction, state law requires that the Calaveras County Coroner and the Native American Heritage Commission be contacted. The City of Angels Planning Department shall also be notified.

Drainage and Grading

14. Prepare a Geotechnical Engineering Report for the design of all earthwork, cuts, fills, drainage, pavements, utilities, foundations and structure components. All work shall conform with the specifications and criteria contained in the Geotechnical Engineering Report, as approved by the City Engineer. The geotechnical engineer shall sign the improvement plans and certify the design as conforming to the specifications. Construction and improvement plans shall be reviewed for conformance with the geotechnical specifications by the Engineering and Building Departments prior to issuance of grading or building permits. Additional soils information may be required by the Engineering or Building Departments during the plan check of building/improvement plans.
15. The applicant shall submit a detailed drainage study, grading plan and drainage plan for review and approval by the City Engineer prior to approval of a final map, improvement plan, grading or building permit. The project grading and all site drainage improvements shall address dust and erosion control, adhere to provisions of the Clean Water Act, and be designed and constructed in conformance with the City's Standards and Specifications. No lot-to-lot sheet flow shall be permitted. Surface runoff shall be addressed within the project sites, and then conveyed to an appropriate storm drainage system. All hydrologic, hydraulic and storm drain system designs shall be subject to review and approval by the City Engineer. The Proponent shall construct all required drainage improvements as identified in the approved Drainage Study at the Proponent's sole expense.
16. A Storm Water Pollution Prevention Plan (SWPPP), which includes an Erosion Control Plan incorporating Best Management Practices, shall be submitted and approved by the City Engineer prior to issuance of grading permits, to ensure pollutants do not escape the development site during construction and for the life of the project. The plan shall include measures to provide filtration of all runoff, to prevent pollutants from entering any drainage, and shall control the rate of runoff to ensure the natural area of the drainage through Parcel A is not inundated.
17. A Storm Water Pollution Prevention Plan and an Erosion Control Plan that includes best-management practices for erosion control shall be submitted prior to issuance of a grading permit, for approval and implementation of all construction to take place between October 15 and May 15

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of any year. In the absence of such an approved and implemented plan, all construction shall cease on or before October 15, except for work necessary to implement erosion control measures.

18. All lots shall be graded so as not to drain onto any other lot adjoining the property prior to being deposited to an approved storm drainage system.
19. All construction activities shall be performed in a manner that minimizes the sediment and/or pollutants entering directly or indirectly into the storm drain system or ground water. The applicant shall incorporate the following provisions into the construction plans and specification, to be verified by the City Engineer and Community Development Department, prior to issuance of grading or building permits.
 - a. The applicant shall designate construction staging areas and areas for storage of any hazardous material (i.e. motor oils, fuels, paints, etc.) used during construction. All construction staging areas shall be located way from any stream or drainage areas to prevent runoff from construction areas from entering into the drainage system. Areas designated for storage of hazardous materials shall include proper containment features to prevent contaminants from entering drainage areas in the even of a spill or leak.
 - b. No debris, soil, silt, sand, cement, concrete or washings thereof, or other construction-related materials or wastes, oil or petroleum products or other organic or earthen material shall be allowed to enter any drainage system. All discarded material including washings and any accidental spills shall be removed and disposed of at an approved disposal site. The applicant shall designate appropriate disposal methods and/or facilities on the construction plans or in the specifications.
20. All soils disturbed by grading shall be paved, reseeded, hydromulched or otherwise stabilized as soon as possible and before the rainy season begins, by October 15 of each construction year. Emergency erosion control measures shall be utilized as requested by jurisdictional agency officials.

Construction Impacts/Mitigation

21. The applicant shall incorporate the following Best Management Practices into the construction and improvement plans and clearly indicate these provisions in the specifications. The construction contractor shall incorporate these measures into an Erosion and Sediment Control Plan to limit fugitive dust and exhaust emissions during construction.
 - a. Exposed soils shall be watered periodically during construction, a minimum of twice daily. The frequency of watering shall be increased if wind speeds exceed 15 mph. Only purchased city water or reclaimed water shall be used for this purpose. Responsibility for watering shall include weekends and holidays when work is not in progress.
 - b. During excavation activities, haul trucks used to transport soil shall utilize tarps or other similar covering devices to reduce dust emissions.
 - c. Grading and construction equipment operated during construction activities shall be properly mufflered and maintained to minimize emissions. Equipment shall be turned off when not in use.
 - d. Traffic speeds on unpaved roads shall be limited to 15 mph.
 - e. Construction sites involving earthwork shall provide for a gravel pad area consisting of an impermeable liner and drain rock at the construction entrance to clean mud and debris from construction vehicles prior to entering the public roadways. Street surfaces in the vicinity of the project shall be routinely swept and cleaned of mud and dust carried onto the street by construction vehicles.
 - f. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).

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- g. All soils disturbed by grading shall be paved, reseeded, hydromulched or otherwise stabilized as soon as possible and before the rainy season begins, by October 15 of each construction year. Emergency erosion control measures shall be utilized as requested by jurisdictional agency officials.
 - h. Post-construction revegetation, repaving or soil stabilization of exposed soils shall be completed in a timely manner according to the approved Erosion and Sediment Control Plan and verified by City inspectors prior to acceptance of improvements or issuance of certificates of occupancy.
 - i. The Developer shall designate a person with authority to require increased watering and to monitor the dust and erosion control program, and shall provide the name and phone number to the City of Angels Community Development Department prior to issuance of grading permits.
 - j. All Best Management Practices shall also apply to any off-site parcel used for construction staging. Staging areas shall be approved by the City prior to commencement of work.
- 22. All construction activities shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday. Construction shall be prohibited on Saturdays, Sundays and all holidays recognized by the City of Angels. There will be no start-up of machines nor equipment prior to 8:00 a.m., Monday through Friday; no delivery of materials nor equipment prior to 7:30 a.m. nor past 5:00 p.m., Monday through Friday; no cleaning of machines nor equipment past 6:00 p.m., Monday through Friday; and no servicing of equipment past 6:45 p.m., Monday through Friday. The developer's phone number shall be made available for noise complaints.
- 23. All construction equipment powered by internal combustion engines shall be properly muffled and maintained to minimize noise. Equipment shall be turned off when not in use.
- 24. Construction maintenance, storage and staging areas for construction equipment shall avoid proximity to residential areas to the maximum extent practicable. Stationary construction equipment, such as compressors, mixers, etc. shall be placed away from residential areas and/or provided with acoustical shielding. Quiet construction equipment shall be used when possible.
- 25. During construction, oak trees and their roots shall be protected by establishing and fencing no-excavation/no-fill area encompassing an area under the entire tree canopy, consistent with the approved tree protection plan.
- 26. The developer shall designate a Project Manager with authority to implement the mitigation measures and who will be responsible for responding to any complaints from the neighborhood, prior to issuance of a building/grading permit. The Project Manager's phone number shall be conspicuously posted at the construction site(s), and visible from the public way. Mitigation measures shall also be posted conspicuously at the site. The Project Manager shall determine the cause of noise complaints (e.g. starting too early, faulty muffler, etc.) and shall take prompt action to correct the problem. Violation of the construction noise mitigation conditions may result in issuance of a stop-work order by the City of Angels Building Department until the Project Manager provides satisfactory evidence to the City that all noise problems inconsistent with these mitigation measures have been corrected.

Water and Sewer

- 27. Proponent shall make off-site improvements to the city sewer main as mitigation for the project and replace a portion of the existing 10"-diameter sewer line with a 15"-diameter sewer line in accordance with the City of Angels Improvement Standards from Manhole No. 41 to Manhole No. 45 as delineated on the City of Angels Sewer System Map, or replace an equivalent section, as determined by the City Engineer for system improvement continuity.

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28. All water and sewer improvements required for the project shall be constructed by the proponent at its sole expense. Proponent shall provide a water system analysis of the existing water system in the area to verify adequate fire and domestic flows are available for the project and also to verify that the project will not have significant impacts upon fire and domestic flows available for Foothill Village Lodge. Should the project impact be determined to impact flows, the proponent will be required to construct system improvements to ensure adequate flows are available and maintained.
29. Sewer and water services shall be provided in accordance with the 1998 City of Angels Improvement Standards. Proponent shall pay water and sewer connection fees in accordance with the City of Angels Municipal Code.
30. Backflow prevention devices shall be installed on the landscape irrigation system to protect the City's domestic water supply. Types and locations of backflow prevention devices shall be reviewed and approved by the City's Public Works Department prior to their installation.

Fire Protection

31. All units in Phase 2 will be required to have automatic fire sprinklers (NFPA Standard 13-D), with a standpipe system, to be designed and constructed according to Fire Department specifications.
32. Install a new fire hydrant in Phase 1, at a location to be determined.
33. Parking shall be permitted only in marked spaces and garages. There shall be no parking in common driveway areas or turnarounds, in order to maintain emergency access. Curbs shall be marked accordingly.

Traffic and Streets

34. Sidewalks, curb and gutter shall be required as follows:
 - a. For Phase 1, Proponent shall replace existing curb and gutter fronting Dutsch Court (APN 062-016-025) with city-standard curb and gutter constructed in accordance with the City of Angels 1998 Improvement Standards. Should the existing sidewalk along Foothill Village Drive not extend along the full frontage of APN 062-005-022, the Proponent shall extend the existing curb, gutter and sidewalk across said frontage. In addition, proponent shall extend the existing sidewalk from the end of Foothill Village Drive along the full frontage of APN 062-016-025 to Kurt Drive, including the curb return with handicap ramp at the intersection at Dutsch Court (Foothill Village Drive) and Kurt Drive, and shall construct a 4-foot-wide sidewalk along the project frontage with Kurt Drive.
 - b. For Phase 2, Proponent shall construct a 4-foot-wide sidewalk along the project frontage with Kurt Drive and Suzanne Drive, including a handicap ramp and crosswalk at the curb return at the intersection of Kurt Drive and Suzanne Drive.
35. At each driveway exit onto Foothill Village Drive, provide 150 feet of clear sight distance visibility for both directions of traffic. The vision clearance zone shall be clearly delineated on final development plans as no-build areas. Landscaping and fences shall not exceed 30 inches in height and trees shall not be permitted in the vision clearance zone.
36. Vision clearance zones (a triangular area formed by measuring 35 feet along each property line from a point at the intersection of the two streets) shall be established at the intersections of Foothill Village Drive (Dutsch Court) and Suzanne Drive with Kurt Drive. Fences and landscaping within the vision clearance zones shall not exceed 30 inches in height.

Initial Study & Environmental Checklist

Cottage Park – General Plan Amendment, Zoning Amendment, Tentative Parcel Map, Planned Development

- 37.** Place a Stop sign and Stop pavement marking at each driveway exit onto Foothill Village Drive for the two larger parking lot driveways, and at the driveway exit onto Suzanne Drive.
- 38.** Place a thermoplastic centerline stripe on Foothill Village Drive/Dutsch Court from the intersection with Kurt Drive to the Foothill Village Lodge parking lot and re-stripe the existing thermoplastic Stop pavement marking and Stop bar at the intersection with Kurt Drive.
- 39.** Install S-curve and 15 MPH speed warning signs at each end of the S-curve on Foothill Village Drive.
- 40.** Prior to execution of development documents, proponent shall provide documentation proving the right to access and use Foothill Village Drive, which is a private street.

Initial Study & Environmental Checklist

Cottage Park – General Plan Amendment, Zoning Amendment, Tentative Parcel Map, Planned Development

SOURCES:

Angels Camp, City of Angels General Plan, July 7, 1995, as amended

Angels Camp, City of Angels Municipal Code, 1983, as amended

Gary Ghio, City of Angels Engineer, memo dated September 12, 2005 and e-mail dated February 7, 2006

National Flood Insurance Program, Flood Insurance Rate Map, Community-Panel Number 060021 0001 D, May 19, 1997

Peak & Associates, Cultural Resource Assessment of the Stelte Project, City of Angels Camp, Calaveras County, California, dated March 16, 2005

Sycamore Environmental Consultants, Inc., R. John Little, Ph.D., Biological Survey Letter Report for Lot A, APN 062-016-026, Angels Camp, CA, dated February 22, 2005

Sycamore Environmental Consultants, Inc., R. John Little, Ph.D., Biological Survey Letter Report for Lot B, APN 062-016-025 and APN 062-005-022, Angels Camp, CA, dated February 22, 2005

Traffic Engineering Services, Wilbur J. Elias, P.E., Traffic Analysis for Cottage Park, Stelte Park Subdivision, Angels Camp, CA, dated January 7, 2006

Traffic Engineering Services, Wilbur J. Elias, P.E., Cottage Park Traffic Study Supplemental Report, Stelte Park Subdivision, Angels Camp, CA, dated January 30, 2006

Wallace Kuhl & Associates Inc., Edward J. Uhlir, Project Engineer, Preliminary Geotechnical Report, Stelte Property Lot A, Angels Camp, CA, dated March 7, 2005

Wallace Kuhl & Associates Inc., Edward J. Uhlir, Project Engineer, Preliminary Geotechnical Report, Stelte Property Lot B, Angels Camp, CA, dated March 7, 2005